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## PROGRESS IN SALVAGE, SHIPPING AND ATRORAFT INDUSTRY

13,000 TONS OF SHIPPING SALVAGED

Jugoslovenski Mornar, No 9, Sep 49

The following ships were raised by the Brodospas (Ship Salvage) enterprise in 1949: Potestas, 6,000 tons; Brundusium, 2,500 tons; Locchi, 4,500 tons; Mercurio, 2,000 tons; Marco, 2,500 tons; and Maona, 500 tons.

The Locchi and Mercuric are already being overhauled at Yugoslav shippards. The others have been ordered dismantled for their scrap iron, machines, and valuable ship parts. Scrap iron from ship plates is excellent material for Yugoslav ferrous metallurgy.

The following previously salvaged ships are also being scrapped: Cogliari, I Matkovic, San Luigi, and Srbin.

Underwater dismantling is in progress on the ships Crikvenica and San Gigi. All preparations have been made for raising the cement dock, with a capacity or 1,500 tons, which was sunk in Rijeka Harbor. Its salvaging will start soon.

At the beginning of July workers started salvage on the large passenger liner Italia, which lies half submerged in the port of Rasa. Salvage of this ship will provide 7,000 tons of scrap iron.

Preparations are being made now to begin salvage of the passenger steamer Prjestolonasljednik Petar, which lies at a depth of 50 meters.

Interrupted work on the Mar Bianco and Beograd, which were sunk and are lying on their sides in the port of Zadar, is being resumed.

Brodospas also salvaged, extra to its plan, a three-angine aircraft from a depth of 54 meters.

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FAST PASSENGER LINE OPENED, RIJEKA - KOLCH

Pomoratvo, No 7, Jul 49

Navigation along the Yugoslav coast is carried on only during the day because many straits and channels are still mined. The most important passages and main routes have been cleared of mines and are patrolled by the navy.

Recause of daylight sailing, ships on long distance lines have beth requiring 4 days and 3 nights from Hijeka to Kotor. The most navigable sector on this rouse is from Spirt to the coast of Makarako, 30-40 nautical miles, where ships can sail at night. In May 1949, the Adriatic Ravigation Line introduced a new schedule for this line.

The new passenger connection between Rijeka and Kotor will be made by the Kotor and the Palmacija, two of the best passenger steamers. They have total accomodations for 1,561 passengers and a speed of 14 kncts. These ships will make the trips in 2 days and one night, cutting the running time in half. For example, the ship which leaves Rijeka at 0500 hours and stops at Rab, Zadar, and Zlarina, arrives in Split at 2030 on the same day; leaves the following day at 0100 for Makarska, Korcula, Dubrovnik, and Kotor, where it arrives at 1630. The stops at these ports are sufficiently long for embarcation of passengers. On the return trip, the ship leaves Kotor at 0400, arrives in Split at 1900, and touches at all the above ports, arriving in Mijeka the following day at 1910.

## YUGOSLAV AIRCRAFT INDUSTRY EXPANDS

Front, No 43, Sep 49

During World War II the Yugoslav aircraft industry was almost completely destroyed. Since then, it was not only repaired, but also expanded so that Yugoslavia is now producing its own aircraft. The first planes built in Yugoslavia were gliders of the Orao, Triglav, Jadran, and Soko types. Next, the Aero-2 primary trainers were built, then the Trojka trainer-tourist aircraft, and the Pionir experimental twin-engine aircraft, in which the pilot is in a horizontal position, enabling the aircraft to carry a load 12 times heavier than its own weight (other aircraft can carry loads only five to six times heavier than their own weight). The Aero 2D and Aero 2F trainers with closed cockpics, are also produced and are being used this year against insects. The Aero 2X hydroplane, the Number 213 advanced trainer, and finally the first Yugoslav fighter aircraft, the S-49 fighter, are other types built.

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